



Regional Airport Planning Committee

October 5, 2007

TO: Regional Airport Planning Committee
FROM: Staff of the Regional Airport Planning Committee

SUBJECT: RAPC Phase 1 Workshop, Public Comments Summary

The following is a summary of the comments received at the Committee's September 19, 2007 public workshop held at the MetroCenter in Oakland. Over forty members of the public attended and provided a variety of comments. The meeting commenced at 5:50 PM with a social gathering and informal discussion among staff, Committee members and the public. Chair Waldeck called the workshop to order at 6:30PM and provided some welcoming remarks to the public. Committee members Gioia, McKenney, Novak, Spering, and Ward attended. Chris Brittle presented a power point slide show that summarized the staff's recommended conclusions and recommendations from Phase 1. Although many members of the public spoke, none of the speakers commented on the staff's recommended conclusions and recommendations. The following is a summary of the public comments:

- Use of RNAV and continuous descent approaches at Concord will enable quieter landings
- Continuous descent approaches would also help with traffic congestion over Menlo junction (where flights converge for landings at SFO)
- Livermore Airport receives many noise complaints; it should be closed.
- Noise impacts are relative. Find a way to answer the noise concerns without shutting airports down
- Runway extension at Concord could be an overpass over the Highway 4 freeway
- Airports should stop charging landing fees by pound. Capacity better on larger/heavier planes
- Build BART to Byron Airport
- Use Moffett field in Mountain View for regional flights and high-speed rail service to assist with meeting capacity needs
- Establish rail transportation between 3 airports
- Evaluate the potential for High Speed Rail (HSR) to divert passengers from air travel

- Address climate change in your analysis
- Noise should be addressed

Public Comments continued:

- Coordinate airline and connecting rail services
- Use of Byron is a possible solution
- We can do better with our rail connections
- Land use changes put pressure on aviation uses
- Assess the impacts of RNAV – cost/benefit, including increased safety and reduced crashes, and timeline for deployment
- I supported new runways at SFO
- Assess air cargo impacts on passenger capacity; schedule flight in off peak periods
- Assess the impacts of Transportation Security Administration screening practices on airport capacity.
- Provide signage or radio station with real-time information on delayed flights
- Sacramento willing to participate in Phase 2 – they support our efforts, consider ourselves an option to deal with congestion; haven't done recent passenger surveys, but with added non-stop flights, are probably capturing more people
- Will Phase 1 presentation be given to the MTC Advisory Council?
- Synthetic imagery landings in fog should be examined
- Regional airports should be more cooperative and not compete against one another
- We should be using larger planes through demand management strategies
- Do not forget the importance of general aviation
- Every general aviation airport is a commercial airport
- Integrate air taxis into planning for uses at general aviation airports
- Establish an intercontinental airport at Travis Air Force Base served by HSR
- Need to view ground transportation and air travel as an integrated whole
- Bay Area airports should not compete for international flights; they should be tied together. SFO/SJC/OAK should work together; there are distinct roles for each airport
- Explore whether OAK-SFO can be linked by trans-Bay BART tunnel

Public Comments on Phase 2 Work Plan Outline:

Following a brief introduction of the proposed Phase 2 Work Plan outline by Joe LaClair, four members of the public spoke, but did not comment on the proposed work plan. The following is a summary of their comments:

- Work with rental car companies to increase service at general aviation airports
- Travis AFB is extremely valuable as a military base; it should not be considered for any civilian use; Travis officials should be invited to speak to RAPC as Phase 2 work gets underway
- Examine the trend of people commuting by air to jobs
- Flexibility in planning and continual improvement of our aviation system is necessary.
- Need to consider impacts of air taxi service
- Need to consider ways to divert air traffic to underused airports